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Claims

1-17 Canceled

18. (New) An actuation unit for a hydraulic vehicle brake system comprising:
 - a master brake cylinder (2);
 - a booster housing having first moveable (5) and a second movable wall (6);
 - a pneumatic brake booster (1) in the booster housing and connected downstream of the pneumatic brake booster; and
 - a control group (4) comprising a vacuum sealing seat (13), an atmospheric sealing seat (14), and a valve member cooperating with the sealing seats (13,14), wherein the first movable wall (5) and the second movable wall (6) being in a force-transmitting connection to a piston of the master brake cylinder (2), with the movable walls delimiting a working chamber (11) which can be evacuated or aerated by the control group (4) and the vacuum sealing seat (13) is in operative engagement with the booster housing (3), while the atmospheric sealing seat (14) is in operative engagement with the first movable wall (5).
19. (New) An actuation unit according to claim 18, wherein a frictional connection between the vacuum sealing seat (13) and the booster housing (3) is established by means comprising at least one stop (21) and an electrically controllable stroke actuator (7).
20. (New) An actuation unit according to claim 19, wherein the frictional connection between the atmospheric sealing seat (14) and the first movable wall (5) is established by a fixed coupling or a direct mechanical contact of the mentioned components.
21. (New) An actuation unit according to claim 19, wherein the frictional connection

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between the atmospheric sealing seat (14) and the first movable wall (5) occurs by way of the additional sealing seat (24).

22. (New) An actuation unit according to claim 18, wherein an additional atmospheric sealing seat (24) is provided which interacts with an additional valve member (25) and becomes active when the control group (4) is quickly actuated.
23. (New) An actuation unit according to claim 18, wherein the movement of the vacuum sealing seat (13) is coupled to the movement of an armature (17) of the electrically controllable stroke actuator (7) which, in the event of an actuation stroke, closes the vacuum sealing seat (13) by abutment on the valve member (15) and opens the atmospheric sealing seat (14) by lifting the valve member (15).
24. (New) An actuation unit according to claim 23, wherein the electrically controllable stroke actuator (7) is arranged in an immovable way relative to the booster housing (3).
25. (New) An actuation unit according to claim 18, wherein the movement of at least one atmospheric sealing seat (14, 24) is coupled to the movement of the first movable wall (5).
26. (New) An actuation unit according to claim 18, wherein a brake pedal travel simulation device (9) is provided, comprising at least one of a resilient, damping or frictional elements.
27. (New) An actuation unit according to claim 26, wherein the brake pedal travel simulation device (9) is accommodated in a cylindrical component (10) which is connected to the first movable wall (5) and carries one of the atmospheric sealing seats (14, 24).

28. (New) An actuation unit according to claim 26, wherein the resilient, damping or frictional elements (29) are arranged between the first movable wall (5) and a piston rod (8) actuating the control group (4) in terms of force transmission.
29. (New) An actuation unit according to claim 26, wherein the brake pedal travel simulation device (9) is disabled in terms of effect.
30. (New) An actuation unit according to claim 29, wherein the brake pedal travel simulation device (9) is disabled in terms of effect depending on the travel of the first movable wall (5) relative to the booster housing (3).
31. (New) An actuation unit according to claim 18, wherein a pneumatic vacuum chamber (12) is provided in the booster housing (3), extending into the area of the control group (4) and being connectible to the working chamber (11).
32. (New) An actuation unit according to claim 18, wherein one or more pneumatic sealants are provided between the booster housing (3) and the movable parts of the control group (4) or between these, the sealants being configured as pleated bellows (30) or hose collars.
33. (New) An actuation unit according to claim 18, wherein at least two tensile-force transmitting elements (18) are provided which extend through the booster housing (3) and are used to attach the master brake cylinder (2) to the booster housing (3) and to mount the actuation unit on a splashboard of the vehicle.
34. (New) An actuation unit according to claim 18, wherein a provision of a disengaging sleeve (19) which is slidingly arranged in the booster housing (3) in a pneumatically seal-tight manner and is connected to the first movable wall (5) by

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way of a rolling diaphragm (20).